



CITY OF DURHAM | DURHAM COUNTY
NORTH CAROLINA

Transportation Special Use Permit Report

Meeting Date: June 16, 2014

Reference Name	Newhope Church (T1400001)		Jurisdiction	City
Request	Transportation Special Use Permit (TSUP)			
Site Characteristics	Tier		Suburban	
	Zoning District		RR	
	Overlays		F/J - B	
	Site Acreage		26.59 AC	
Applicant	Newhope Church Inc.		Submittal Date	02/19/14
Location	7619 Fayetteville Road. Located on the east side of Fayetteville Road, south of Massey Chapel Road and north of Chancellors Ridge Drive			
PINs	0717-02-78-4536			
Recommendations	Staff	Approval, based on technical conformance with Ordinance requirements. Staff will make a final recommendation following the hearing.		

A. Summary

Newhope Church Inc. requests approval of a Transportation Special Use Permit (TSUP) for traffic impacts associated with the full build-out of a 1,576 seat place of worship on the east side of Fayetteville Road, south of Massey Chapel Road and north of Chancellors Ridge Drive. The development includes an existing 826 seat place of worship. A 750 seat expansion is proposed.

Unless exempted by Section 3.3.8.B, a Transportation Special Use Permit (TSUP) is required for site plan projects that generate at least 600 vehicle trips in a single peak hour. The existing 826 seat place of worship did not require a TSUP, as the impact remained under the 600 trip threshold. The proposed 750 seat expansion will utilize the same access points, thus requiring the cumulative impact to be considered. The full build-out, or cumulative impact, of a 1,576 seat place of worship exceeds the TSUP threshold, generating an estimated

2,916 Sunday trips with 961 trips (481 entering, 480 exiting) in the Sunday peak-hour.

A Traffic Impact Analysis (TIA) was prepared by the applicant's traffic consultant, VHB Engineering. The TIA was reviewed by both the City of Durham Department of Transportation and the North Carolina Department of Transportation (NCDOT). Staff recommends the applicant provide a copy of the approved TIA to be included in the permanent record. The review memos evaluating this analysis and identifying improvements required for approval of this Transportation Special Use Permit are attached (Attachment 4 & 5).

B. Section 3.9.7.C – Conditions

The City Council may place conditions on the use permit as part of the approval to assure adequate mitigation measures are associated with the use. The conditions become a part of the major special use permit approval. Violations of any of the conditions shall be treated in the same manner as other violations of the UDO.

Recommended Conditions of Approval

1. Implementation and adherence to the March 19, 2014 Transportation Management Plan (TMP) for the Sunday peak-hour. Future adjustments to the TMP require advance written concurrence by the Durham Department of Transportation and NCDOT (as applicable) prior to implementation.
2. A traffic control officer shall be required at the intersection of Fayetteville Road and Antler Point during peak Sunday hours; and
3. Adequate church personnel shall be utilized to assist patrons to find empty parking spaces

C. Section 3.3.8D – Criteria for Approval

The City Council may grant the Transportation Special Use Permit only if each of the required findings identified in Section 3.3.8.D can be made:

1. The traffic generated by the development and associated improvements to the street system will not have a significant adverse impact on the surrounding area. Significant adverse impact shall include:

- a. Substantial increases in traffic on local residential streets such that the majority of the traffic is not associated with the residential properties which front on the street; or
- b. The need to widen local residential streets which would detract significantly from the character or basic function of the nearby streets.

Staff Technical Findings: The proposed expansion is expected to generate an additional 457 vehicle trips (229 entering, 228 exiting) during the Sunday peak-hour. Trip generation numbers are based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition, 2012.

The existing and proposed place of worship is accessed via two private driveway connections to the east side of Fayetteville Road. There are no proposed driveways, widening improvements, or other anticipated adverse effects on residential streets.

- 2. Adequate provisions have been made for safe and efficient vehicular circulation, parking and loading, and pedestrian access.

Staff Technical Findings: The proposed site plan has been reviewed for general layout and circulation and is in conformance with all UDO requirements. Internal vehicle circulation is provided within the site via proposed private drives. No additional public streets are proposed with this development. The site will provide 641 vehicle parking spaces which exceeds the 539 spaces required and this amount of motor vehicle parking is permissible under UDO Section 10.3.1. An existing vehicle loading area is provided on the east side of the existing parking lot near the main entrance to the building.

Pedestrian access to the proposed development will be provided via an existing concrete sidewalk connection to the existing public sidewalk along the east side of Fayetteville Road, and a proposed gravel trail connection to the American Tobacco Trail. Additionally, the applicant proposes to construct an additional sidewalk on the east side of Fayetteville Road (north of Atkins Heights Boulevard) adjacent to a portion of an existing parcel with proposed church related uses such as staff residence and open space. With the construction of this additional sidewalk, a gap of approximately 210 linear feet will remain in the sidewalk along the east side of Fayetteville Road to the north of the site. This 210 linear foot gap is adjacent to a proposed undeveloped 1.19 acre parcel which is not part of this site plan submittal.

3. The traffic generated by the proposed development and any proposed improvements to the street system will not have a significant adverse impact on the environment. Significant adverse impacts shall include but not be limited to undue concentration of air pollutants, or excessive noise or vibrations.

Staff Technical Findings: The surface parking lot does not meet the minimum size threshold (1,500 surface parking spaces) to require a Transportation Facility Permit (for point source air quality conformance) issued through NCDENR. Based on the TIA results, the anticipated vehicle delays are not expected to produce any significant adverse impacts of air pollution (emissions) or excessive noise or vibrations.

4. The traffic generated by the development can be accommodated by the existing or funded transportation system, or adequate traffic mitigation measures have been proposed as part of the development application. Proposed mitigation measures shall become conditions of the special use permit. The adopted level of service for the adjacent roadways may be considered in making this determination, but shall not be the sole factor considered by the City Council.

Staff Technical Findings: Based on the TIA and review by staff, one mitigation measure is necessary to accommodate the proposed site. This measure is listed below and is necessary to provide adequate safe ingress/egress to the site. The improvement is to be provided by the applicant and must be noted as Special Conditions of Approval on the proposed site plan, if adopted as part of the TSUP. The improvement is to be completed prior to the issuance of any certificate of occupancy.

Summary of TIA Required Improvements

1. Implementation and adherence to the March 19, 2014 Transportation Management Plan (TMP) for the Sunday peak-hour. Future adjustments to the TMP require advance written concurrence by the Durham Department of Transportation and NCDOT (as applicable) prior to implementation.

D. Notification

Staff certifies that newspaper advertisements, letters to property owners within 600 feet of the site, and the posting of a sign on the property has been carried out in accordance with the Unified Development Ordinance. In addition, the following neighborhood organizations were mailed notices:

- Fairfield Community Awareness Committee
- Fayetteville Street Planning Group
- Friends of Durham
- Unity in the Community for Progress
- Inter-Neighborhood Council
- Northeast Creek StreamWatch

E. Staff Contact

Jacob Wiggins, Planner, 919-560-4137 ext.28257, or jacob.wiggins@durhamnc.gov

F. Attachments

1. Context/vicinity map
2. Aerial photo
3. Application
4. City of Durham Traffic Impact Analysis memo
5. NCDOT Traffic Impact Analysis memo
6. Site plan reduction
7. Draft Order